WICHITA
LEGEND

Airports below Control Towers are shown in blue at 1:250,000. Consult Airport/Facility Directory (A/FD) for details including airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than Hard-surfaced runway
Hard-surfaced runways greater than 8069 ft. or point-to-point runways more than 8069 ft.
Close-out w/o hard-surfaced runway
Hard-surfaced runways under 8069 ft. or point-to-point runways less than 8069 ft.
All recognizable heliports, helports, including those closed, are shown. Consult A/FD for information on lighting, hours, etc.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)", Ultralight, gyro-basing emergency or military airports
Other than hard-surface all-military airports are identified by administrative AFB, NAS, AAF, etc. from name
Seaplane Base
Heliport
Gliderport
Ultralight Flightpark
Rotating airport beacon in operation (lighted in Bursts)

Services may be available at both lighted and/or unlighted airports. Consult A/FD for information. Rotating beacons are: blue-white for airports with lighted land and water runways; green-white for lighted land airports; alternating white and land runways greater than 4200 ft.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and most-used airspace is charted. Consult A/FD for complete description of the class, all limits are listed.

- Class A Airspace
- Class B Airspace
- Class C Airspace
- Class D Airspace
- Class E Airspace with floor 700 ft above surface
- Class E Airspace with floor 1200 ft above surface
- Class E Airspace with floor 1200 ft above surface designated to surface when weather minimums are below VFR
- Class E Airspace with floor 1200 ft above surface designated to surface when associated with an airport
- Class E Airspace with floor 14,500 ft MSL over land in the 48 conterminous States and the District of Columbia
- Special Use Airspace
- Special Airport Traffic Area (See SUA / SUP for details)
- MOA — no Airspace
- Other Airspace
- Terminal Radar Service Area
- Military Training Route

COMMUNICATION BOXES

Frequencies are in MHz. Consult A/FD for complete information.

RADIO AIDS TO NAVIGATION

- VHF Omni-Range (VOR)
- VORTAC
- VOR-DME
- Non-Directional Radiobeacon (NDB)
- NDB - DME

OBSTRUCTIONS

1000 ft. and over / Less than 1000 ft.
Obstruction with high intensity white obstruction lights
Elevation of the top of the obstruction or highest elevation on an obstruction quantity
Height above ground or highest obstruction
Antenna tower with obstruction lights
Group of trees
Orchard
Mine or Quarry
Windmill
Tank
Wind Direction Cone
Landing Direction Indicator
Helicopter Landing Area (Non-Hard-surface)
Rotating Beacon
Airport Traffic Service and/or Airspace Facility Directory
Lighted
Unlighted

TOPOGRAPHIC INFORMATION

Roads & Trails / Ferry Routes / Railroad / Tunnel / Bridge
Land Grant
Landmark Feature - stadium, tank, tower, windmill, etc.
Control Tower (Elevation does not include height of tower)
Flood Basin (Basin)
Levee
Spot / Gate / Weir
Oil Well
Mine / Quarry
Mountain Pass
11122 Elevation (1 foot) — Spot elevation in feet at center of dot and base elevation. Color coded for clarity.
Prominent Lake / Intermittent Lake / Reservoir / Glacier
Shoreline
Intermittent Shoreline
Prominent Lake
Bridge and Viaduct

MISCELLANEOUS

Isogonic Line (2020 Values)
Magnetic Variation
Other Operations
Parachute Jumping Area (See Airport/Facility Directory for Hours/Details)
Wire Route (See Airport/Facility Directory for Hours/Details)
Prominent Lake

WICHITA
SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection, Standard Parallels 33°20' and 34°40'
Horizontal Datum: World Geodetic System of 1984 (WGS-84)

85TH EDITION EFFECTIVE DATE: 29 JUL 2010
TO DATE: 13 JAN 2011

Limited aeronautical data current as of 29 JUL 2010
Unverified data received by: 2 JUN 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the A/FD/Publication Publication Directory. Chart Bulletin section (online at http://nfdc.faa.gov). Also consult supplements. NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

CONTOUR INTERVAL 500 feet

HIGHEST TERRAIN elevation is 8720 feet located at 30°43'N - 102°53'W
Spot elevation 4954
Approximate elevation 3000
Doubtful locations are indicated by omission of the point locator (dot or "+").

CONVERSION OF FLIGHT DAL

FAA Product ID: SWIC
NSN 7641014100157
SECWICHITA

38°

PLOTTING DIRECT / ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of longitude spacing between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two points of longitude that are directly north and south of each other. Then, use a straight edge to connect the two points as described below.

STEP 1 – Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on the north and south sides of the chart. Label each pair of tick marks. (Figure 1)

STEP 2 – Decide which side of the chart has the departure point and which side has the destination. On that side, find your departure point (or destination) on the chart. Use a straight piece of paper and draw a line from your departure point (or destination) directly on the chart, not extending it (yet) to edge.

STEP 3 – Where the line you drew in Step 2 crosses the MATCH LINE on your departure point (or destination) side of the chart, label the point "POINT 1". Make a similar mark on the other MATCH LINE and label it "POINT 2". (Figure 2)

STEP 4 – Without moving the paper, on the same side of the chart as your departure point, draw a line from POINT 1 to the departure point. Extend the line to the edge of the chart. (Figure 3)

STEP 5 – Now, on the other side of the chart, find the MATCH LINE that you drew for your destination. (Figure 4)

STEP 6 – Using a straight edge, draw a line from POINT 2 to your destination. Extend the line to the edge of the chart. (Figure 5)

STEP 7 – Place the straight edge of the paper with NORTH at your departure point and parallel to the nearest meridian of longitude (the vertical lines). Draw a line from POINT 1 to the MATCH LINE and copy angle with LINE 2 on it.

STEP 8 – Measure the angle between LINE 2 and the line drawn in Step 7. Remember this angle.

STEP 9 – Open the protractor and transfer the angle measured in Step 8 to LINE 1 at the MATCH LINE. Draw a line from POINT 1 to the destination. (Figure 6)

CENTRAL TIMES FREQUENCIES ON WICHITA SECTIONAL CHART

Airports with control towers are indicated on the face of the chart in the tables CT followed by the category MIRT (call control frequency first) Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF frequency is listed first followed by the secondary frequency. Emergency frequencies 121.5 and 243.0 MHz are available for use in Air Traffic Service (ATS) Flying Tower the tower is closed. The primary VHF and UHF ground control frequencies are listed. Automatic Terminal Information Service (ATIS) frequencies are shown on the face of the chart are primary contact WHITCUP frequencies. Consult A/FD for complete information. Unless otherwise noted, all frequencies are transmit/receive.

ASR and PAR indicate Radar Approach Control is provided.
"NONATC" indicates Non-Air Traffic Control Tower.

CONTROL TOWER	AIRPORT DATA	TWR FREQS	GND CON FREQS	ATIS	ASR/PAR
	ELEV OF RUNWAY				
BIRD WOODRING RGNL	OPEN 0700-2100	119.1 257.0	121.9		
CLIFFORD CRA 2000	OPEN 0700-2100	126.9 254.4	121.9 254.4		
HUTCHINSON	OPEN 0700	118.2 342.8	121.7	124.65	
MARSHALL AAF	OPEN 0700-2100 LOCKHEART	118.2 342.8	121.7 251.4	124.65	UNICOM
MC CONNEL AFB	COMPOSITE	MIT 20 257.7	119.5 270.5		134.4 351.1
MCPHERSON	OPEN 0700-2100	118.3	121.9		
MOUNTAIN VIEW	OPEN 0700-2100	123.9	121.9		
WINFIELD MUNI	OPEN 0700-2100 N-TH 1 MAR-31 OCT 1400-2100 1 NOV-28 FEB 1500-2100 CLOSED 25 DEC & NEW YEARS DAY	124.65 127.1	121.9	381.4	118.4 324.9
WICHITA MID-CONTINENT	COMPOSITE	118.2 257.8	121.7 340.1		135.12

CLASS B CLASS C, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AREA
WICHITA APP ROOM	124.35 257.0 (E OF 097°) 124.4 (097° - 270°) 269.6 (W OF 270°) 120.9 (ABOVE 4500)	124.35 257.0 (E OF 097°) 124.4 (097° - 270°) 269.6 (W OF 270°) 120.9 (ABOVE 4500)
WICHITA APP ROOM	120.7 (E OF 097°) 124.4 (097° - 270°) 269.6 (W OF 270°) 120.9 (ABOVE 4500)	MCI 2500 MOA/NW 7 NAR SFC/5K MCI 2500 MOA/NW 7 NAR 5K/ABV 8K MCI 2500 MOA/NW 7 NAR 8K/ABV 10K MCI 2500 MOA/NW 7 NAR 10K/ABV 12K MCI 2500 MOA/NW 7 NAR 12K/ABV 14K MCI 2500 MOA/NW 7 NAR 14K/ABV 16K MCI 2500 MOA/NW 7 NAR 16K/ABV 18K MCI 2500 MOA/NW 7 NAR 18K/ABV FL230

MIT - Indicates other times

SPECIAL USE AIRSPACE ON WICHITA SECTIONAL CHART

Where shorter areas will apply see A/FD and in Text. Time is Local, unless noted. "H" indicates "H" 24 hour.
Consult appropriate publications for information.

- Other than by NOTAM
- NOTAM - Use of this area is Restricted and Prohibited without prior approval from the controlling agency.
- Other than by NOTAM
- NOTAM - Use of this area is Restricted and Prohibited without prior approval from the controlling agency.

U.S. PROHIBITED, N-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBERS	ALTITUDE	TIMES OF USE	CONTROLLING AGENCY / CALL SIGN	FREQUENCIES
A 639 A	FL 180 AND ABV, MOA	SFC-17K AGOY/AP 14 MIN IN ADV	KANSAS CITY ARTC	134.7 363.1
A 639 B	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 C	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 D	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 E	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 F	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 G	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 H	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 J	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 K	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 L	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 M	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 N	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 P	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 Q	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 R	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 S	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 T	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 U	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 V	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 W	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 X	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 Y	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1
A 639 Z	SFC-FL180	SFC-17K AGOY/AP	KANSAS CITY ARTC	134.7 363.1

MOA NAME	ALTITUDE*	TIME OF USE	CONTROLLING AGENCY / CALL SIGN	FREQUENCIES
ADOBE MOA	7500	SUNRISE-SUNSET 30 HOURS	ALBUQUERQUE ARTCC	134.9 347.7
BISON	18000 -MCA	MON-FRI 0730 - 1 1200-1600 SAT-SUN 0730 - 1600 CAM 200 DAYS NR AGENCY	KANSAS CITY CNTR	134.9 363.1
CIMARRON MOA	7500	SUNRISE-SUNSET 30 HOURS	ALBUQUERQUE CNTR	134.9 347.7
CIMARRON NORTH MOA	7500	SUNRISE-SUNSET 30 HOURS	ALBUQUERQUE CNTR	134.9 347.7
CIMARRON SOUTH MOA	7500	SUNRISE-SUNSET 30 HOURS	ALBUQUERQUE CNTR	134.9 347.7
CLINTON MOA	7000 TO BUT NOT INCL 18000 -MCA	0730-1600 LOCAL MON-FRI CAM 200 DAYS NR AGENCY	KANSAS CITY CNTR	135.1 371.3
COYOTE	11000 - 17999	0730-1600 LOCAL MON-FRI INTERMITTENT USE DURING	ALBUQUERQUE CNTR	119.6 347.7
MT DORA NORTH HIGH AND LOW MOA	11,000	07 HOURS	ALBUQUERQUE CNTR	127.05 340.45 (R) 135.45 344.35 (W)
MT DORA SOUTH HIGH AND LOW MOA	11000 -MCA TO, BUT NOT INCL 17,000	07 HOURS	ALBUQUERQUE CNTR	127.05 340.45 (R) 135.45 344.35 (W)
PAWNEE CANYON MOA	100 -FLS TO, 10,000	INTERMITTE 07 HOURS	DENVER CNTR	132.375 371.15
PINON CANYON MOA	100 -FLS TO, BUT NOT INCL 18000 -MCA	INTERMITTE 07 HOURS	KANSAS CITY CNTR	134.9 363.1
SAND CREEK MOA	7500	SUNRISE-SUNSET 30 HOURS	DENVER CNTR	134.9 347.7
SMOKY HILL MOA	11000 -MCA TO, BUT NOT INCL 18000 -MCA	0730-1600 LOCAL MON-FRI CAM 200 DAYS NR AGENCY	KANSAS CITY CNTR	135.1 371.3
TWO BUTTES HIGH AND LOW MOA	11000 TO, BUT NOT INCL 18000 -MCA	0730-1600 LOCAL MON-FRI CAM 200 DAYS NR AGENCY	DENVER CNTR	126.2 379.65
VANCE 1A, 1C, 1B	11,000	07 HOURS 1 HR ADV IN, 30 MIN ADV OUT	KANSAS CITY CNTR	126.55 379.3
VANCE 1B MOA	11000 -MCA TO, BUT NOT INCL 18000 -MCA	0730-1600 LOCAL MON-FRI CAM 200 DAYS NR AGENCY	KANSAS CITY CNTR	127.8 379.1

*Altitudes values floor of MOA, AT MCA used to full the area outside the MOA unless otherwise indicated or stated on an chart.
** = Other than NOTAM.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). Maximum elevation figures are shown in each quadrangle formed by ticked lines of latitude and longitude as represented in THOUSANDS and HUNDREDS of feet above those ticks. The MEF is based on information contained in the publication. It includes all known obstructions, including terrain and manmade obstructions (trees, towers, antennas, etc.).

Example: 12,520 feet ....

12 5

Caution: Severe turbulence may occur over rugged terrain. Be Alert.

MILITARY TRAINING ROUTES (MTR)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the more commonly flown SR routes are charted. Use caution when flying in the vicinity of military aircraft operations at low altitudes.

IR/VR/SR routes are subject to change every 28 days, and the charts are released every 4 months. Pilots are cautioned to consult the appropriate Flip for route dimensions and current status for these routes affecting your flight.

Military Training Routes (MTR) that are not depicted on this chart may be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies 243.0 (U) or 243.0 (G). It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review the Emergency Procedures section of the Airport/Facility Directory. Failure to comply with the instruction of aircraft and flares are observed by aircraft in the area of that aircraft, unless will pay strict attention, contact air traffic control immediately on the local frequency or 121.5 and request to be relayed to the NORAD sector. Failure to comply may result in the estimate that non-compliance may result in the use of force.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Features normally used as checkpoints for continuing VFR traffic are emphasized on this series of charts as they may be readily identified.

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

Example: ✔ POWER PLANT

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: (1) emergency landings to avoid loss of life or emergency beyond the control of the operator, (2) an officially designated landing area, or (3) prior authorization by the respective agency.

Unless a higher minimum altitude is published, aircraft must not be operated over the surface of the following: (1) Wilderness and primitive areas at altitudes less than 2,000 feet above the surface, (2) Other areas administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and National Forests administered by the U.S. Forest Service at altitudes less than 1,000 feet above the surface. Three Flight Information Regions (FIRs) Flight Near Sensitive Areas," defines the following areas:

(1) Sensitive Areas are those portions of airspace over, or in the vicinity of, noise sensitive areas where activities or events are conducted on an annual, recurring basis and warrant protection for persons participating in or conducting the activity. Sensitive areas may include, but are not limited to, wildlife refuges, parks, forests, and other areas where wildlife, wildlife habitat, or natural resources are afforded special protection under federal law, state law, international treaty, or agreement. Sensitive areas also include federally recognized areas of religious significance and other areas where specific information indicates the presence of a concentration of persons engaged in religious activities.

(2) Sensitive Areas are normally established by airspace areas of defined horizontal and vertical dimensions, or by reference to easily recognizable visual landmarks. Sensitive areas are depicted on visual aerial navigation charts and are described in appropriate flight publications.

(3) Sensitive Areas are normally established to protect the following activities from aircraft overflights at less than 2,000 feet above the surface of the area: (a) Persons using a park, forest, or wildlife refuge for recreational purposes, including hiking, camping, fishing, hunting, wildlife observation, photography, boating, swimming, water skiing, and similar activities. (b) Conducting research activities, including those activities where the presence of aircraft, regardless of altitude, could alter the research data being collected. (c) Livestock and domestic animals. (d) Endangered species, including but not limited to, nesting, breeding, or feeding areas. (e) Culturally or historically significant Native American religious sites, including but not limited to, areas where religious ceremonies are conducted. (f) Other areas identified by the managing agency as requiring protection from overflights below 2,000 feet above the surface in order to accomplish the purpose for which the area was established.

Boundary of National Park Service area, U.S. Fish and Wildlife Service area, or U.S. Forest Service Wilderness area Primitive area.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-638-0671, or e-mail us at 9-AWA-AeroNavProducts@faa.gov. Please include your name and address. Visit our website at http://www.faa.gov/. See the FAQs prior to contact via toll free number or email. Where elaboration of data is required such information should be depicted on a photocopy of the chart and returned to the following address: Aeronautical Navigation Products, Inc., DSAC, AL, Rm. AS424, 1305 East West Highway, Silver Spring, MD 20910-3281.

Class G Airspace within the United States extends up to but not including 1,200 feet above the surface of the earth unless otherwise indicated. Class E airspace begins at the end of Class G and extends to the base of the overlying airspace. Class E airspace within the United States extends up to but not including 18,000 feet above the mean sea level (MSL) unless otherwise indicated. Class E airspace above 18,000 feet above the mean sea level (MSL) is designated as Class A airspace.

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
Attn: Publications Group
10201 Good Luck Road
Glenn Dale, MD 20769-9001
Online at http://www.faa.gov/air_traffic/flight_info/aeronav/digital/pgs/pur
Phone: 1-800-638-8972
Fax: 301-436-6526
or any authorized FAA Chart Agent

WICHITA

WICHITA